

Mount Plymouth-Sorrento “Village” LDR Workshop

June 13, 2007

Format: Focus Group Discussion and Consensus

Time: 90 Minutes

Focus Questions

1. There are a number of approaches to ensuring a “balanced mix of land uses” within the Main Street Corridor. These approaches range from market based (no requirements) to corridor based (requirements for the corridor as a whole) to site based (requirements for each site or group of sites within the corridor). **What is the best approach to ensure a mix of land uses within the Main Street Corridor?**

Policy 1.4.4 (Draft Future Land Use Plan) – “The Main Street sub-area consists of a Main Street corridor and surrounding neighborhoods that provide a balanced mix of land uses. Retail, office, residential, and civic uses shall be planned at appropriate densities and intensities within the Main Street District. The mix of uses is intended to establish a diverse, sustainable community by meeting the housing and daily needs of people from all stages of life, incomes, and professions.”

2. Most existing uses within the Main Street Corridor have some or all required parking located between the building and the street. This pattern of parking represents a significant element of the current character of Main Street, and a LDR prohibiting parking in the front of buildings would change the existing character as well as create a number of instances of non-conforming parking. **Define on-street parking. How does the location of parking affect or influence the character of the Main Street Corridor? What role should on-street parking play in defining character?**

Continuation of Policy 2.4.4 (Draft Future Land Use Plan) – “Require that building structures present a traditional storefront face and entrance to the Main Street, and provide wide sidewalks for pedestrian activity with street furniture for outdoor cafes and benches for rest and shading; and require the planting of canopy trees (such as Live Oaks, Sweet Gum, and Drake Elms) at regular intervals along Main Street, and lamps shall utilize full-cutoff lighting with traditional-style fixtures;

Require that all parking be located in the rear of building structures facing Main Street, with the exception of on-street angle or parallel parking;”

3. The maximum residential density for the Main Street Future Land Use classification is 5.5 dwelling units per acre. **Is it intended that this density apply equally throughout the Main Street Corridor? Why is there no standard to address the intensity of non-residential development? Does the residential density apply to an entire development site or just to the portion that is intended to be used for residential purposes (in a mixed use project).**